

Capital Traction Company Union Station
3600 M Street
Washington
District of Columbia

HABS No. DC-125

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PHOTOGRAPHS
WRITTEN HISTORICAL AND DESCRIPTIVE DATA

Historic American Buildings Survey
National Park Service
Washington Planning and Service Center
1730 North Lynn Street
Arlington, Virginia

CAPITAL TRACTION COMPANY UNION STATION

Location: 3600 M Street N.W., Washington, D.C. (Note: The address does not follow the logical sequence of other buildings on M Street. It should be an odd numbered building and should be in the 3500's but the address number 3600 had more appeal and was arbitrarily chosen and subsequently accepted by the Post Office Department.)

Present Owner: Capital Transit Company.

Present Occupant: Capital Transit Company.

Present Use: Office Building.

Statement of Significance: The union station for the street railway transit system was planned to accommodate four private lines as a transfer and terminal point. The project was the subject of much controversy in Congress before its authorization, but the prominent Washington architect, Waddy B. Wood (1869-1944) created an unusually planned building enhanced by the use of fine materials and excellent craftsmanship.

PART I. HISTORICAL INFORMATION

A. Physical History:

1. Original and subsequent owners: In compliance with an Act of Congress approved August 23, 1894 the Washington and Georgetown Railroad Company acquired from C.C. Glover and his wife lots 22, 23, 24, and parts of lots 32, 33 and 34 in Peter, Beatty and other's addition, Square 1203. [The Evening Star, June 13, 1894]
2. Date of Erection: Built between 1895-1897.
3. Architect: Waddy B. Wood; D.S. Carl, engineer.
4. Original plans, construction, etc.: A reproduction of the longitudinal section of the building and details of the retaining walls is printed in Street Railway Review, July 1898, page 441.

- a. The following is an excerpt from Street Railway Review, July, 1898:

"When the Capital Traction Company, of Washington, D.C., extended its line in M Street, about 18 months ago, to the north end of the Aqueduct Bridge, which connects with Virginia, and affords the only convenient means of access to Fort Meyer (the government cavalry station) and contiguous territory, one of the conditions was that the station building at the terminus of the line should be such as to admit of its use by other lines for car storage and for a passenger depot. The most available site for this union station was the west half of the block bounded by Prospect Avenue, 35th, M, and 36th Streets; this is on a steep hill directly north of M Street, the rise being 60 ft. in the block which is only 250 ft. long.

"To give as much room as possible for the storage of cars, the Building Department permitted the retaining wall along Prospect Avenue to be built under the sidewalk as an "area wall," and the wall of the building is on the property line. After some discussion between the company's architect and the city Building Department as to dimensions it was decided to build the retaining walls of concrete, 13 ft. thick at the base with brick pilasters 4 ft. x 4 ft. at intervals of from 13 to 20 ft. As an additional precaution box girders were used on the second and third floors abutting against the east and west walls, thus bracing them against each other. These girders were figured both as columns and as girders to resist, besides the strains from floor loads, a thrust of 200 lbs. per sq. ft. of wall surface. Girders and I-beams were built into the pilasters parallel to the walls upon which the curtain walls were built to form the exterior of the building. In this way "areas" were left between the curtain and retaining walls which serve the double function of ventilating shafts and light wells. The inclined wall forming the foot of 36th Street, and that portion along the stairway were built of squared rubble (Blue Gneiss) for appearance sake. With the exception of this street wall the walls were all built in trenches; that is, the proper location of the walls being staked out three trenches, intersecting at right angles, were started and carried down to about 3 ft. below the level of the finished floor. The rock in the trenches was solid and almost without seams and had to be loosened by blasting, and this was true of the entire mass over the whole site except for a few

feet of surface soil and rotten rock on top. Against the interior face of the trench walls wooden forms were placed and concrete was filled in, the pilasters, already mentioned, being built at the same time of hard cherry brick laid in 2 to 1 Portland cement mortar. The actual rock face formed the other side, and all irregularities and cavities made during excavation were filled in solid with concrete. As the filling-in progressed numerous "weepers" of 2-in-wrought-iron pipe were placed in the wall. After the removal of the framing the east wall, which was to be exposed to view from the interior of the building, was given a coat of cement plaster. After the completion of the walls the excavation of the interior portion was begun. In this work some 90,000 cu. yds. of material, nearly all rock, was drilled, blasted and hauled in wagons across the river and dumped upon the south approach of the Aqueduct Bridge. The excavation measured from outside of west wall to outside of east wall about 194 ft., and was about 247 ft. the other way.

"The building proper is three stories high, 242 ft. deep, and has a front of 180 ft. It is built of brown mottled brick, with white stone trimming and steep-pitched red tile roofs. The tower, which contains passenger elevators, is 140 ft. high, and is capped with a steep red tile roof. The flat roof of the portion used for car storage is on the level of Prospect Street in the rear, and was designed with an idea of its possible future use as a summer roof garden. In the center is a covered passageway leading from the Metropolitan railway on Prospect Street to the elevators in the tower. That portion of the building facing on M Street is devoted to terminal offices of the various railways, and waiting and toilet rooms for passengers making transfers. These rooms are handsomely finished in red oak wainscoting, delicately-tinted walls, panelled ceilings of stucco with rich corners and decorations, granata floors, ornate black iron grills and stair railings. The entire lower floor is occupied by the terminal arrangements of the Capital Traction Company. Directly in the rear of the waiting rooms, on all three floors, are long corridors, 25 ft. wide, with space for two car tracks and necessary switches for the use of foreign cars which may enter the building.

These will be brought in on steel trestles, those from the lower level onto the second floor, and those from the higher level onto the third floor, the lay of the land in the vicinity being such as to make this possible. As most of the suburban lines during the hours of slack traffic run their cars at comparatively long intervals, it is believed that the Union Station will prove a great convenience. In the rear of the waiting rooms and track space already mentioned are located the car storage portions. This space is the full width of the building and 177 ft. long, and except for a central light shaft, 19 ft. 7 in. wide, the space from ground to roof is occupied by the storage tracks, 12 in number, on each floor. Transfer tables across the entire width at either end and car elevators are also provided. The floors in the car storage portion are somewhat novel. In this work 7-in. 85-lb. grooved girder steel rails are used, spaced 4 ft. 10 in. c. to c., resting upon I-beams. Between the rails the Ransome system of concrete fireproof flooring was built. This floor weighs 28 lbs. per sq. ft., and was calculated to stand a safe load of 175 lbs. per sq. ft. Previous to its adoption a test was made to determine its strength; it failed under a load of 12,160 lbs. resting upon a block which has an area of 1 sq. ft. The final failure of the test floor resulted from excessive deflection.

"The entire work of design and construction was under the direction of D. S. Carll, chief engineer and superintendent of the Capital Traction Company, and Waddy B. Wood, architect. The foregoing data and the illustrations were taken from the description of the station published in a recent number of Engineering News."

- b. And from an interview (July 21, 1966) with Mr. LeRoy O. King, a Georgetown resident who has made extensive research on the history of local railway transportation:

"... novel plan -- four different systems of tracks will be accommodated on as many floors -- main portion (of the building) will be underground -- Washington and Georgetown Railway will use the lower floor, the Arlington road the second floor, the Great Falls road the third floor and the Metropolitan

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Railroad Co. the top floor if plans are carried on.

"May 27, 1897 the building was put in operation - It had the only loop cable in the District of Columbia. Cable cars were used until September 29, 1897 when the Powerhouse at 14th Street and Pennsylvania Avenue which provided energy to drive the cables burned to the ground. The next morning horses were obtained to pull the cars while the directors decided to convert to an electric underground system. This system was placed in operation April 20, 1898. The second day after the fire, October 1, 1897 the main offices of company were opened at Union Station. In 1911 the building was remodeled to accommodate double truck street cars. Additional remodeling occurred in the fall of 1935 and in August of 1950. In May, 1952 switches at the M Street entrance to Key Bridge and the tracks from there to the building entrances were removed."

5. Notes on alterations and additions: The structure underwent extensive alteration in 1911, the exterior results of which are clearly evident in the accompanying photographs. The following excerpt from a valuation study by O. E. Penney, engineer, D.C. Transit Company, notes subsequent alterations:

"During 1906, and again in 1908, space on the second floor which had not been used previously was converted to office space. This was really the beginning of the movement of general office personnel and functions to the building. Previously it had served primarily only as an operating division.

"The operation of cars on the underground electric system had proved completely practical and to increase the efficiency of operation it was determined to use larger cars equipped with double trucks. These cars, being larger than the single truck cars, many of which had been converted from horse operation to cable operation and finally to electric operation made necessary large scale changes in the Georgetown Car barn.

"In 1910 and 1911 the car barn portion was altered to permit the entrance, handling and storage of the larger cars, and a new car elevator was installed for the purpose of raising cars from the ground floor to upper floors. The office portion of the building was rebuilt and enlarged and the third floor fitted up for office purposes. In connection with the latter work a passenger elevator was installed.

"This was a major undertaking and resulted in the nearly complete reconstruction of the building. Much of the steel skeleton was replaced and what remained was strengthened. In addition to the elevator for cars three new transfer tables were installed. The M Street side of the building was extended forward and upward to create the present outline of the building, and to provide more office space along the M Street and 36th Street sides of the structure.

"In 1921 and 1922 part of the car storage area on the 2nd and 3rd floors along the west side of the building was converted to office space.

"In 1933 Washington Railway and Electric Company and The Capital Traction Company were merged to form Capital Transit Company. Headquarters for the new company were established in the Georgetown Car barn, and to accommodate the greatly enlarged office force many changes were made in the building. The closed passageway from Prospect Street to M Street across the roof was removed, and the roof in the central portion of the building was removed to form a large light well on the third floor and erection of partition walls to form rooms and corridors resulted in conversion of the entire third floor from car barn to office.

"On April 30, 1949 the Rosslyn - Benning Line, which had operated in part from Georgetown Car barn, was abandoned and the division office was closed after 54 years of continuous operation. Some cars remained in the building as stored cars but in May of 1950 the last car was removed and the building indeed was only general office building. Near the end of 1952 what had been car storage area on the first floor was converted to office area for the Treasurer's Office, the Machine Accounting Division and the Personnel and Medical Offices, all of which had formerly been on the third floor. This change relieved the upper floors of a considerable amount of weight and provided a great deal more space for the operations involved. At the same time air conditioning on a large scale was introduced.

"During the period 1957-1960 the entire second floor was converted to use as office space, and the entire building was refurbished inside and outside to make of it a modern office building. Ceilings which had been built to clear street cars were lowered to normal height and acoustically treated to reduce noise; fluorescent lighting was installed; walls for the most part were papered rather than painted; carpets were installed on nearly all floors; and the building was completely air conditioned. For the convenience of employees a lunchroom

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was installed. Much of the antiquated, but not antique, furniture was discarded. What furniture was left was modernized as to design and finish in company shops and a great amount of modern furniture replaced that which had been retired.

"The additional space provided made it possible to bring all general office functions into one building for the first time in many years, if not for the first time ever, and there was still space available for lease to tenants.

"Today the building which was conceived 66 years ago as a grandiose structure of the traction era, which was then in its ascendancy, has been remolded into a highly functional modern structure of the bus era. What does the future hold in store for this fine old Georgetown landmark?"

O. E. Penney
Valuation Engineer
D. C. Transit Co.
December 18, 1961

6. Important old Views: Photographs from the private collection of Mr. LaRoy O. King of Georgetown trace the early physical evolution of the Capital Traction Company and have been reproduced for this Historic American Buildings Survey photo-date book:
 - a. Two photographs of the excavation facing toward the north and northeast showing not only the extent of digging and the materials thereof, but also the excavation methods involved.
 - b. A photograph of the original building from the southwest; note extensive changes in the fenestration, roof and lower shaft of tower.
 - c. Photograph from nearly identical angle showing scaffolding during 1911 alteration.
 - d. Two photographs showing extent of 1911 alteration from the interiors; note steel construction.
 - e. View of altered structure and environs from Rosslyn. Exact date unknown although after 1911.

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B. Historical Events Connected with the Structure:

The following excerpts from the Washington Star, dates as indicated, are of some value in establishing historical events surrounding the construction of the Car Barns:

June 13, 1894: "C. C. Glover and his wife yesterday conveyed to the Washington and Georgetown Railroad Company lots 22, 23, 24 and parts of lots 32, 33 and 34, Peter, Beatty and others' addition; also parts of lots 32 and 33 in square 33. This is the high property on the north side of M Street at the Aquaduct Bridge, the bulk of it having a frontage on three streets - 36th, Prospect and M. The combined lots contain over 50,000 feet of ground. It is said a strong effort was made by Mr. Glover for the railroad company to purchase Southworth Cottage, the home of the novelist, Mrs. E.D.E.N. Southworth, but she would allow no figure to tempt her. The property both to the south and front of her is included in the purchase. The company have now at last secured ground in a convenient locality on which to construct a long-desired depot. Their present bill in Congress asking for the power to extend their tracks westward from their present terminus near 32nd Street to the Aquaduct Bridge speaks to their desire and intention to construct such a building on private property. This depot will enable the company to make the transfer of their passengers to and from the projected Great Falls and Arlington roads, and shift their cars without blocking the street. This will be carrying out the wishes of the people here and the recommendation of the congressional committees." (p. 6)

June 19, 1894: "The Aqueduct Piers" (p. 2) House Bill 7452 - for repairs of the piers of the bridge for its use by a street railway.

June 19, 1894: "Citizens Favor the Proposed Use of the Bridge" (p. 8) House Bill 5803 - bill provides ~~1¢~~ for every passenger to keep and maintain the bridge.

October 27, 1894: "The big retaining wall to be constructed on the site of the proposed union station, 36th and M Streets has begun. It will be over 600 feet in length and at one point 53 feet in height; 240 feet of ground will hold back the high ground of lower 36th Street, 140 will skirt the south line built to hold back the elevated property of the late Commodore George U. Morris, U.S.N., on the east."

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"It is reported that Gleason, to whom the contract for grading the property was awarded, has thrown up the contract and that it will be relet today. The excavated soil will be carried over the Aquaduct and dumped in the Virginia ravines."

January 1, 1895: "The company (The Washington and Georgetown) was also required to extend its line from the Aquaduct Bridge, and at the latter point erect a union station for the use of all roads that might terminate at this point." (p. 10)

January 17, 1895: "After inserting an amendment requiring the company to enter the Union Street Car station on 36th Street the commissioners have sent to Congress, with their approval, the bill to amend the charter of the Metropolitan Railroad Company." (p. 12)

February 5, 1895: "Aquaduct Bridge The Union Station Criticised" Mr. Gorman... "He criticised the plan that has been suggested by Major Powell for a three story station at the north end of the Aquaduct Bridge for the joint use of the roads terminating on the Georgetown end, the third story being used to run the ears off to the bridge. This he called one of the most remarkable structures ever proposed for erection in the district.

"It would seriously interfere with the view from the bridge, one of the most beautiful views, he declared, in this part of the country. The plan contemplates construction of a gradually rising structure, beginning from the middle of the river, so that the cars can enter the station at the third story.

"Mr. Daniel ridiculed the notion that a great and needed public improvement should not be allowed for fear that a summer girl and a summer boy may not have a beautiful vision of a charming view by a little bank and a passing streetcar. The farmers of Virginia were to be sacrificed in order that the youths of the city might have a holiday.

"Senator Daniel's amendment (of the District appropriations bill) providing for the reconstruction of the Aquaduct Bridge for its use by streetcars was then taken up, and Mr. Faulkner said that this proposition had already been rejected by the District and appropriations committees of the Senate. He therefore raised a point of order against it that it was general legislation. Mr. Daniel resisted this contention, and the Vice-President submitted the question to the Senate, but

before he did so, Mr. Daniel went on to explain the amendment.

"The amendment was then put to a vote of the Senate and it lost. Mr. Hunton called for a division, but there was no second and the matter was dropped." (p. 2)

February 8, 1895: "District Affairs" (p. 3) The Senate bill (2521) amending the character of the Metropolitan Railroad by changing its route (so that it can have access to the wharves, Georgetown College, and the union passenger station now being built, at the end of the Aquaduct bridge..."

February 23, 1895: (p. 8) "Charles C. Glover yesterday transferred to the Washington and Georgetown Railroad Co. for \$2,500 part of lot 25 square 32 in the P.B.T.&D's addition being a lot south of the Southworth cottage on 36th Street. The railroad company will use the property for union depot purposes."

February 26, 1895: "The long heavy steps that for years have led from Prospect Street past the Prospect cottage and down to M Street and the northern end of The Aquaduct Bridge have been removed permanently to make room for Washington and Georgetown railroad excavations. People in this vicinity are very desirous of having these steps while yet intact removed to the foot of 37th Street in order to give convenient entrance to M Street." (p. 7)

February 27, 1895: "The report is current that the Metropolitan Railroad Company has purchased the northwest corners of 36th and Prospect streets of Timothy Daly for \$20,000. It is said the railroad company intends to apply for an extension of their line to this point, that close connection may be made with the union depot projected roads." (p. 8)

February 28, 1895: "The excavations of the Washington and Georgetown railroad contractors on the site of the projected union depot at the Aquaduct Bridge have developed very pure gold forty feet beneath the street grade. Dr. Southworth who has made special study of minerals, reports, after an assay, that the specimens unearthed are as pretty and as pure as any he has ever seen. It is not thought that the gold will be found in paying quantities, but the specimens are attracting a good deal of attention. The metal is showing up in flakes, not in veins, as it usually does."

March 6, 1895: "The heavy steps leading from the southern end of graded 36th Street down to M opposite the Aqueduct bridge have been removed to make room for Washington and Georgetown railroad excavations and at the request of numerous property holders they have been placed at the foot of 37th Street.

"The excavations will extend into the square opposite the main site of the union depot buildings. Preparatory [sic] to the digging, house 1210 36th Street has been razed." (p. 8)

March 8, 1895: "The Union Station Wall" (p. 2) question of thickness (4' or 11') provokes long discussion. Commissioners meeting - hearing

Mr. Bernard Green - Superintendent of new Library of Congress

Mr. Brady - Inspector of Buildings - believed wall would have to be 11 feet thick. No decision reached.

April 2, 1895: (p. 2) fatal cave-in at union station excavation. Marcellus Smith killed - a carpenter.

May 3, 1895: 2 injured eyes..."through working of lime that was being used to swell the rocks and burst them in lieu of explosives, against which an injunction has been taken out by neighboring property holders, chief among them being Mrs. Morris, widow of Commodore George U. Morris, U.S.N."

Prepared by Dr. James Philip Noffsinger
Architect
National Park Service
August 19, 1966

PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. Architectural character: This Romanesque revival building has excellent stone details complemented by superb brickwork, revealing the high quality of design created by the prominent architect, Waddy B. Wood, to solve a highly atypical architectural program. Commanding a magnificent site adjacent to the Potomac River, the Capital Traction Company Union Station dominates all nearby structures on the west

end of Georgetown's commercial district along M Street.

2. Condition of fabric: Excellent, very well-maintained.

B. Technical Description of Exterior:

1. Overall dimensions: 180' (front) x 242' (deep); three stories in height plus 140' tower.
2. Foundations: Rusticated granite (blue gneiss); retaining wall of concrete under Prospect Street is 13'-9" thick at base, reinforced at 13' to 20' intervals with 4' square brick pilasters.
3. Wall construction: The reddish-purple iron spot brick on 1911 (altered) facade is of common bond with headers every nine courses. Areas of repair over south vehicular doors, while of similar brick is layed in common bond with headers every six courses, may be of later date than 1911. Tower brick is of similar composition, common bond with headers every six courses, dates from original construction. Brick on side (west and east) elevations north of first pavilion areas is smooth red hard-faced and does not match spot brick in color or character. Incised and rusticated stonework is Milford pink granite. Facade was completely altered in major remodeling of 1911, resulting in loss of much of its original strength and vitality.
4. Chimneys: Square brick chimney, plain cap, located approximately 30' in from southwest corner of building. Numerous ventilation flues cannot be seen from street.
5. Openings:
 - a. Doorways and doors: Single vehicular openings in corner pavilions, now spanned by elliptical arches, were originally semi-circular. They are framed in smooth stone, circumscribed by unelaborate archivolts, which curve into corner turrets. Eastern vehicular door is of approximately 17'-6" masonry opening; western, approximately 16'-0" masonry opening. Existing corrugated metal overhead doors are not original. Pedestrian

doors in central (seven voussoir) arches of rusticated bays, both of 6'-0" masonry opening, have been remodeled, although their original positions have not been changed. Two vehicular openings remain from early building on west elevation; east elevation is covered by later brickwork, no vehicular opening(s) visible.

- b. Windows and shutters: South elevation; one-over-one-light double-hung wooden sash windows. Those on first floor are fitted into rusticated 6'-0" masonry openings, the infilling of wood paneling. High and narrow (2'-6" x 10'-0") windows on second and third floors date from 1911 alteration. Windows in corner pavilion are arranged in triplets; others are paired. All windows have stone sills; second-floor windows are surmounted by heavy stone lintels; third-floor windows by brick lintels. No shutters originally or subsequently. West elevation; one-over-one-light double-hung wooden sash windows in first (south) pavilion on second and third floors. Openings on second floor have four-course header rowlock round arches, a fifth course visually connecting the group of four openings; third-floor windows have flat lintels. Smooth granite sills, like those in central pavilions of south elevation, bevel inward. In second section of west wall, first-floor windows have four-course row-lock segmental arches, some of which have been infilled at an undetermined date in common bond brick with headers every six courses. Granite sills are rock-faced. Round-arched openings on second and third floors have three courses of rowlocks. Third section consists of eight bays. Ground-floor openings and windows are similar to those of second section. Second-floor windows have nine-over-nine-light double-hung wooden aash, segmental-arches with four courses of rowlocks. Granite sills are rock-faced. Third-floor windows are round-arched. Stairway begins at fourth bay of this section; eleven-stone arch over stairway joins wall between fourth and fifth bays.

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Second and third floor windows and openings on first pavilion of east elevation are similar to counterparts on west elevation. Later brickwork appears to have considerable alterations on the east elevation although physical obstructions on this side render accurate recording impossible.

6. Roof:

- a. Shape, covering: Of original red tiled hipped roof, only portions covering the tower and the Prospect Street pavilion remain. Building is presently covered by a flat built-up roof.
- b. Framing: Framing for the covered walkway constructed with 10" I-beams, the flat roof with 15" and 24" I-beams.
- c. Cornice, eaves; Present terra-cotta cornice and terra-cotta parapet coping are very simple in design. Elaborate broken pediment atop projecting central pavilion has been raised two floors above its original position. Austere cartouche breaks parapet atop each end pavilion. Narrow belt course above upper windows defines, with cornice, area of decorative brickwork from 1911 alteration.
- d. Dormers: Original dormers were removed in alteration of 1911. Corner tourell-like motifs remain, apparently unchanged from original construction.

7. Tower: The tower, 17' across south face and 140' high, has been visually weakened by the alteration, which reduced its apparent height by almost one-half. The corner turrets are somewhat small in comparison to historical prototypes. The east and west faces have triple one-over-one-light double-hung wooden sash windows spanned by heavy stone lintels, a treatment not unlike that found on the windows at the second floor level. On the south face is a large aperture, 6'-0" in diameter, below which is a very small opening with stone sill. Toward the upper corners of all faces are groupings of four small square openings, 1' in dimension.

8. Prospect Street Pavilion: Small entrance pavilion at 3520 Prospect Street, N.W. is at street level four floors above M Street. Central doorway is flanked by two round-arched openings with rock-faced granite sills and headed by corbeled lintel. Transom above doorway is embellished by symmetrical iron tracery. End turrets project through and above roof; brick banding near bottom carries through along wall for short distance on either side of pavilion. Near tops of turret shafts are three-course decorative elements of regularly projecting headers.
- C. Technical Description of Interiors: Numerous and extensive interior alterations throughout the years have erased practically any trace of original appointments. Present plan incorporates vehicular space around walls of first floor level, labyrinth of office spaces elsewhere.
- D. Site:
1. General setting and orientation: The building is located at the western end of Georgetown's commercial strip along M Street, N.W. and faces south across the Potomac River. By virtue of the fact that it is set into a 60' hill, the immense mass of the structure does not overpower the residential neighborhood to the north.
 2. Enclosures: Brick wall along Prospect Street has Milford pink granite coping. Huge retaining wall of rock-faced stone west of structure is topped by 4'-9" high iron railing with sections 6'6" on center.
 3. Outbuildings: None.
 4. Walks: A great flight of stone steps (7 1/2" risers, 1'-0" each in width), with two intermediate landings, connects Prospect and M Streets. This stairway, which parallels the west side of the structure, connects concrete public sidewalks in front of and behind the building.
 5. Landscaping: Hedges between south facade and public sidewalk.

Prepared by Thomas R. Martinson
Student Assistant Architect
National Park Service
July 30, 1966